

DATE: August 9, 2007

TO: CVRC Board Directors

VIA: David R. García, Chief Executive Officer *DRG*
Scott Tulloch, Assistant City Manager *ST*

FROM: Ann Hix, Acting Community Development Director *AH*

SUBJECT: PRELIMINARY DESIGN REVIEW FOR BAYVISTA WALK RESIDENTIAL
DEVELOPMENT LOCATED AT THE SOUTHWEST CORNER OF (765-795)
PALOMAR STREET AND INDUSTRIAL BOULEVARD IN CHULA VISTA

BACKGROUND

At the request of the applicant, the BayVista Walk project is being brought to the CVRC for a preliminary design review. The project is anticipated to come back on September 13, 2007 for final recommendations on the design, zoning and environmental document. The applicant will provide a presentation on the project, and staff will provide a synopsis of the August 2nd Redevelopment Advisory Committee ("RAC") meeting.

RECOMMENDATION

Staff recommends that the Chula Vista Redevelopment Corporation review and provide comment on the proposed design.

BOARDS/COMMISSIONS RECOMMENDATIONS

The project was reviewed by the RAC on May 3rd and August 2nd. The August 2nd staff report has been attached for your reference and includes a synopsis of the applicant's response to the first RAC meeting, as well as staff analysis.

DECISION MAKER CONFLICTS

Staff has reviewed the property holdings of the CVRC Board and has found no property holdings within 500-feet of the boundaries of the property which is the subject of this action.

5-1

ATTACHMENTS

1. August 2, 2007 RAC Staff Report

PREPARED BY: Stacey Kurz, Senior Community Development Specialist

5-2

**Community Development Department**

Memo

TO: Members of the Redevelopment Advisory Committee

FROM: Stacey Kurz, Senior Community Development Specialist
Miguel Z. Tapia, Senior Community Development Specialist

DATE: August 2, 2007

SUBJECT: Review No. 2 of DRC-05-39 Bayvista Walk (765-795 Palomar Street)

Project Description:

Bayvista Walk is a proposal for the construction of a mixed-use project consisting of multi-family residential and limited commercial uses on a vacant site on Palomar Street between Frontage Road and Industrial Boulevard (Attachment 1, Locator Map). As previously presented, the project is proposed to be developed in two phases. The first phase represents the development of the 4-acre portion (Lot 1) of the site to be developed with the 104-unit residential project. The second phase located on the eastern-most portion of the site (Lot 2) with an approximate area of 0.89 acres, is proposed to be developed with the mixed-use residential/commercial element that would contain an affordable housing component. This phase of the project includes the construction of a podium building structure with 5,000 – 10,000 square feet of commercial space on the first floor, 50 residential units on the upper floors of the building and 102 parking spaces on the first floor and subterranean level. Overall, the mixed-use project proposal being presented to the Redevelopment Advisory Committee (RAC) is for the construction of a two phased development consisting of 154 Townhome units, 325 parking spaces, and approximately 21,000 square feet of usable open space (see Attachment 2, Design Plans). The residential buildings in Phase 1 contain a density of 26 DU/AC. The proposed density for Phase 2 would be 56.2 DU/AC. Total proposed density for the combined project is 32 DU/AC. Overall, the site density is within the range of the General Plan mixed-use designation and maximum permitted density for mixed-use projects under the Central Commercial zone (32 du/ac).

Phase 1 would include design parameters that would insure Phase 2 provide the following:

- Mixed-use development at General Plan level densities;
- Affordable housing to meet or exceed project requirements;
- Internal connection to Phase 1;
- Continuous pedestrian access to transit; and
- Integrated design elements with Phase 1.

A concept building design and layout have been provided to illustrate how these elements can be achieved with the future development of Phase 2.

The proposed project requires the processing of the following applications: environmental review application, design review application, re-zone of the site from CT-P to CC-P, Conditional Use Permit application for the proposed commercial/residential project, a Precise Plan and development standards, and a Tentative Subdivision Map for the condominiums. The following city review bodies would consider the various aspects of the project: Redevelopment Advisory Committee, Planning Commission, Chula Vista Redevelopment Corporation, and City Council. Review and analysis of the project is based on the requirements of the Zoning Ordinance and the guidelines of the City's Design and Landscape Manuals.

Project Location:

The subject property is located on the south side of Palomar Street between Frontage Road and Industrial Boulevard. The site has been vacant for several years and was used as a temporary site for the sale of pumpkins and Christmas trees.

The site is located within the area designated by the 2005 General Plan Update as the Palomar Gateway District. It is located close to the Interstate 5 ramps and next to the Palomar Trolley Station, one of the busiest entrances to the City and next to one of its most active commercial enclaves. Existing uses, General Plan and Zoning designations of adjacent properties to the subject site are as follows:

	<u>Existing Uses</u>	<u>General Plan Designation</u>	<u>Existing Zoning</u>
Site	Vacant	Mixed Use – Transit Focus Area	Commercial Thoroughfare
North	Residential and commercial	Mixed Use – Transit	R-3 (Multi-Family)

5-4

	uses	Focus Area	Residential)
East	Palomar Trolley Station	Mixed Use -Transit Focus Area	S-94
South	Trailer park, multi-family and single-family residential units	High Density Residential	R-2 P (one and two Family Residential)
West	Hotel & Trailer park	Mixed Use -Transit Focus Area	C-T (Commercial Thoroughfare)

Building Design:

The buildings are designed in contemporary urban architecture, with elements such as steel awnings supported by steel ropes, clean lines, simple box-like massing; flat parapet roofs, rectangular-shaped windows with minimum mullions and simple contemporary door and window trim. The building height ranges from three-story Townhomes (42 feet) to five-story mixed-use podium building (approximately 60 feet). Several tower elements (approximately 53' in height), located on the buildings along Palomar Street will serve as landmarks to designate this as the entrance or "gateway" into the City.

Site Design:

As designed, the site will contain two 16-dwelling unit buildings fronting on Palomar Street, eight 9-unit buildings three stories high, and a five-story mixed-use podium building at the corner nearest the trolley station. Access into the site is on Frontage Road and Industrial Boulevard. These access points lead into a two-way driveway, running in an east-west direction along the south property boundary, which provides access to the private driveways leading into the garage of the individual units. Access into the mixed-use podium building is through the driveway entrance off Industrial Boulevard.

Internal pedestrian circulation is provided through a system of walkways (concrete sidewalks) and paseos that connect the residential units to Palomar Street at various points. A wide landscaped area with a meandering path runs north to south through the development and connects to the large central open space area (containing a tot lot, a water fountain and other open space amenities), which terminates in an ornamental wall and pedestrian gate for residents to access Palomar Street. Another access point to Palomar Street is provided by a paseo between Lots 1 and 2 closer to the intersection of Palomar and Industrial. There are 32 homes in Lot 1 with front

5-5

doors facing Palomar with patio enclosures that establish a direct relationship to the street.

This pedestrian circulation system in turn provides several access points that connect the residential project with the Palomar Trolley Station located across Industrial Boulevard. The future retail component will further enhance the relationship between the project and the transit station by creating additional pedestrian activity. In addition, pedestrian circulation will be provided between the Bayvista Walk project site and the recently approved Marcella Villas project to be built at the site located to the south. This will be achieved by extending one of the Bayvista Walk project's paseos across the southern driveway and through the southern property line to connect with the easement at the Marcella Villas site. As shown on the site plan, the pedestrian walkway will need to be modified in order to coincide and connect at the same point along the southern boundary line.

A landscape concept plan was included with the latest project submittal. However, it has not been reviewed by the Landscape Planner and formal comments have not been formulated yet. On a preliminary basis, the landscape plan provides a balanced arrangement of trees, shrubs, vines, groundcovers and turf throughout the site. Additional comments regarding usability of landscaped areas are provided in the following section of this report. A thorough analysis of the landscape plan will be conducted by the City's Landscape Planner based on the guidelines of the Landscape Manual, and comments and recommendations will be provided to the applicant as part of the review process. The project's landscape concept will also be reviewed in relationship with the streetscape enhancement plan being prepared for Palomar Street and Industrial Boulevard.

Discussion Items:

A number of recommendations were made by staff, and were communicated both in the last memorandum addressed to RAC and in a later letter addressed to the applicant. The RAC initially reviewed this project on May 3, 2007 and expressed a number of concerns. Following the first RAC meeting, revised plans were submitted to the City by the Applicant. The following matrix summarizes the RAC comments generated at the May 3rd meeting and provides a summary of changes made by the applicant to address the issues.

RAC Comments	Applicant Response	Staff Analysis
Open space <ul style="list-style-type: none"> Lack of useable open space Safety issues with Park 	As part of the consideration of the Precise Plan, the applicant has requested a reduction on the open space requirement due to the urban nature of this mixed-	The proposed private and common open space presented on the plans does not meet the requirement of the Zoning Ordinance, which requires

5-6

<p>entrance on Palomar</p> <ul style="list-style-type: none"> ○ Suggested reconfiguring and placing towards the back or middle of the site ○ Place in the center of the two pillars 	<p>use development. As proposed the project will provide 20,726 sq. ft. of usable open space, which is a 66% reduction from the current CVMC requirements.</p> <p>The applicant has provided gated entrances along Palomar.</p>	<p>46,720 sq. ft. of usable open space. As presented, the plans provide approximately 20,726 sq. ft. of common and private open space. However, if design modifications to the existing landscaped/developed areas are made, the usability of open space could increase significantly.</p> <p>Staff would propose the addition of a variety of design elements and features to increase the usability of the open space areas. These could include elements such as benches and vertical flowerbeds with seating areas. In addition, staff would recommend that the applicant look into the feasibility of adding rooftop gardens with sitting areas. Finally, patios in each of the residential units on Phase 1 could be counted toward the requirements of CVMC if they were enlarged slightly to meet the minimum code dimensions of six feet.</p> <p>All of these recommendations would increase the usable open space and minimize the gap between the proposed open space and code requirements.</p> <p>Tot lot safety has been added through the gated entrances.</p>
<p>Palomar Frontage/Architecture</p> <ul style="list-style-type: none"> • Project needs to make a bigger impression <ul style="list-style-type: none"> ○ Architectural landmark to showcase quality of development ○ The two buildings, 250' each, are too long and too flat ○ Articulation to create more of an urban 	<p>The applicant has revised the northern elevation and internal buildings to provide a more urban façade with vertical articulations. Patios have been added to the front of each unit to create more interest and activity along Palomar Street and along the internal paseos.</p> <p>The applicant has indicated that further increasing the density or height of the project is not</p>	<p>The articulation and design features of the project provide a more urban and improved façade along Palomar Street and at the entrance to the City.</p>

façade o 4-story façade	financially feasible.	
<p>General Plan</p> <ul style="list-style-type: none"> • Project doesn't fit the vision in the General Plan • Need a retail live/loft, with professional offices along Palomar • Increase density by adding another livable floor • Internal access needs to be resolved and site may be too dense 	<p>The applicant proposes to fulfill the mixed-use component on the 0.89-acre corner lot ("podium") with densities of up to 56 du/ac. The corner lot would be conveyed to the Redevelopment Agency for implementation of this higher density project. The Redevelopment Agency would require that the future development meet the vision of the General Plan. Conditions will be attached to the project, as well as design parameters, to insure integration of the two phases.</p>	<p>The General Plan's Palomar Gateway district calls for higher density mixed-use development near the trolley station with less dense residential development to the west and south of the station. Overall densities for the entire district should average 40 du/ac.</p> <p>The proposed project provides a density range of 26 to 56 du/ac, with an average density of 31.5 du/ac. The proposed density is within the density range of the General Plan and permissible density allowed for mixed-use projects in the Central Commercial zone (maximum 32 du/ac).</p>
<p>Affordable Housing</p> <ul style="list-style-type: none"> • How would the project meet the affordable housing requirement? 	<p>The applicant has proposed to fulfill the affordable housing obligation on the corner piece ("podium") at Industrial and Palomar by setting-aside the property to the City's Redevelopment Agency.</p> <p>The Agency is obligated to ensure the affordable housing is completed. Conditions will be attached to the one-acre site, as well as design parameters for the affordable housing component.</p>	<p>The City's Affordable Housing Requirement (Inclusionary Program) identifies priorities for fulfilling the affordable obligation. Although meeting the obligation on-site is the most desirable option, land set-asides provide a unique opportunity for the Agency to leverage additional affordable units and potentially at deeper income targets.</p> <p>The Inclusionary requirement of the applicant would be 16 units (10%), however by the Agency leading the "podium" project additional units may be built (minimum of 15% or 23 units).</p>

Conclusion:

While staff is still processing the submittal and awaiting comments from other city departments on final site design; Community Development staff has reviewed and

5-8

analyzed the project proposal for consistency with the overall objectives of the Palomar Gateway District identified in the General Plan and the Zoning Ordinance. Based on this review, staff has determined that the project is in substantial conformance with these objectives and feels the revised project submittal has been significantly improved from the first submittal. Further, staff believes the revisions address the concerns and comments raised by RAC at the May 3rd meeting. Therefore, staff requests that the RAC consider the revised project and the information and analysis provided in this memorandum to formulate a recommendation on the project.

Committee Member Conflicts:

Staff has reviewed the property holdings of the RAC members. No conflict exists for members and alternates of the RAC.

Attachments:

- Locator Map
- Concept Plan Packet

cc: Ann Hix, Acting Director, Community Development Department
Mary Ladiana, Planning Manager, Community Development Department
Eric Crockett, Redevelopment Manager, Community Development Department
Amanda Mills, Housing Manager, Community Development Department

5-9